



JAMES W. REYNOLDS,
Inspector of Police, New Orleans.

The head of the police force of New Orleans, James W. Reynolds, was born in Algiers, La., August 2, 1868. He attended the parochial schools of Algiers and Jefferson College at Convent, La. At one time he was stenographer for the Steamer Sewing Machine Company, when he was clerk for the Texas and Pacific Railroad Company, clerk for the Southern Pacific Steamship Company, clerk for the Algiers Electric and Ice Company, and clerk, special officer, detective, and chief of detectives of New Orleans police. In politics he has always been a Democrat. Among societies and clubs he is remembered as a Knight of Columbus, and belongs to the Elks, Police Mutual Benevolent Association, Ancient Order of Hibernians, Progressive Union, Workmen of the World. His wife's maiden name was Roseada Shorey, and they were married February 23, 1892. Inspector Reynolds was elected to succeed Inspector O'Connor about a month following the latter's death. Since he has been in office many improvements have been made in the department, such as securing new motorcycles, the establishment of a repair shop in the first precinct station for the repair of the automobile patrol and the motorcycles. Inspector Reynolds is held in high esteem and respect by the members of the force. He is never neglectful of the good work performed by his men, and in such cases always commends and compliments those who perform meritorious service.

Louisiana Railway and Navigation Company

The business of the Louisiana Railway & Navigation Company for the past two years has been increasing steadily, notwithstanding the fact that a few years back the country was infested with the boll weevil, and after the boll weevil in 1908, the high water on the Red River, and the recent high water in the Mississippi River during the spring of 1912. During the past two years the railway company has added six locomotives to their motive power equipment, has added four chair cars to its passenger car equipment, and has added three baggage, express, and postal cars to its passenger equipment. During this period the freight car equipment has been increased by a purchase of twenty-five box cars and a purchase of 125 coal or gondola cars. There has also been added a number of caboose cars and other cars of work equipment.

The company also has during the past two years laid additional spurs and sidings at many points on the line to furnish facilities for the sawmills, the cotton growers, the cane growers, sugar mills, and other industries located along the line.

This company serves some of the largest saw mills in the State of Louisiana, and is some of the largest factories not only in this State, but in the United States. The sugar factory on the State Farm at Angola, which was built during the year 1901, being one of the finest and most up-to-date factories to be found anywhere. This sugar factory will handle the cane for all of the farms operated by the State East of the Mississippi River. In the case of the Angola Farm alone there is some 6,000 acres, all of which will eventually be planted to cane. The State Farm at Angola, which is now in cane, The State Farm at Angola is one of the places that was damaged by the recent high water in the Mississippi River, the farm being entirely flooded and all of the cane drowned out. This farm has been replanted during the current season, and will be very productive in future seasons.

The company also serves the reserve and Terry-Haite factories, granary refinery and factory of the Colonial Sugar Company, which is the only competitor of the American Sugar Refining Company, known as the trust, in the Southern States. This refinery is a vast benefit to all of the cane growers in the State of Louisiana, as it gives the trust refineries at New Orleans competition and enables the planters, who have their cane turned into raw sugar at the various small refineries throughout the State, a competitive market for their raw sugar.

The L. & N. Co. has built a first-class line from Shreveport diagonally across the State to New Orleans, with a branch leading to Winnfield, and has been one of the main factors in developing the State. The most important cities served by the line are Shreveport, Coushatta, Campt, Winnfield, Colesburg, Alexandria, Mamou, Angola, Bayou Sara, Baton Rouge, Edenburg, and New Orleans. Among others, however, are a number of thriving towns which have sprung up since the line was built, and are springing up and becoming more important business centers from day to day, each of these towns affording business occupations and homes for many people. The line is substantially built all the way, and is prepared to handle heavy traffic at reduced cost, and therefore will be of continued benefit in building up the State and country, not only that part through which it operates, but the entire State will be benefited by the construction of this line.

During the year ended June 30, 1911, the company employed a total of 1,014 men and paid out to them in salaries \$287,125.85, while during the year ended June 30, 1912, the company employed a total of 1,120 employees, whose salaries amounted to \$372,544.25. In addition to this amount which is paid out for salaries, large amounts have been expended for fuel, lumber, and supplies of all classes used in the operation of railroads, the greater part of which money is expended through business firms located within the State.

The American Express Company operates over the lines of the Louisiana Railway and Navigation Company, and this is another benefit that has been brought about by the construction of this railroad. Heretofore the express business in the State has been controlled by one or two companies, but

CLARENCE S. HEBERT,

United States Collector of the Port of New Orleans.

Though still a young man and less than ten years ago a country lawyer, to-day the holder of the highest and most remunerative position which it is within the power of the Republican party in Louisiana to bestow, Clarence S. Hebert, native of Plaquemine, La., an able lawyer, a staunch Republican, and an energetic business man, is collector of the port at New Orleans. Though young in years, Mr. Hebert had the experience, the energy, and the ability to gain the confidence and the approval of the Republicans in the State, so that he was unanimously selected to succeed Henry McCall as collector when the latter's term expired last year. Mr. Hebert was educated at Springhill College, Mobile, attended Tulane Law School and was graduated in 1898. In 1901 he was appointed by President Roosevelt Assistant Treasurer of the United States, in charge of the New Orleans sub-treasury, and subsequently reappointed by the same President for a second four-year term. Before his appointment as Assistant Treasurer, Mr. Hebert never held any public office. He is a silent partner with his brother, Alvin E. Hebert, in the law firm of Hebert & Hebert, which is prominent in legal circles in this city. Mr. Hebert has made his home in New Orleans for the past ten years.

TROPICAL TRADING COMPANY,

Commission Merchants.

The Tropical Trading Co., with home offices in New Orleans, and a branch office in Guatemala City, Guatemala, is one of the examples of the success of New Orleans' enterprises.

Established in 1906, they are known in this country and throughout Guatemala as one of the successes of this line of business. Through their Guatemala City branch they receive commissions to purchase merchandise in this country for export to Guatemala.

The methods of fair dealing employed by this big concern is the secret of their success. In all matters of public spirit and honesty they are every ready to consider New Orleans, and are called upon in every movement of this kind, and always respond.

The concern is made up of M. T. Snyder, J. A. Snyder, R. Bartlett, and N. Niebergall.



RENE F. CLERC
U. S. Customs Appraiser.

Appointed United States appraiser of customs, because of business qualifications rather than through political affiliation, Rene F. Clerc is one of New Orleans' real hustlers.

Mr. Clerc was born in New Iberia, La., in 1875, and received his education in the public schools of New Orleans.

He is conducting the affairs of the government in his official capacity upon purely business methods. So much so that the government has had occasion to compliment him more than once.

In civic affairs, Rene F. Clerc is a real live wire. He has been connected with several large commercial enterprises and his judgment and counsel have added much to the success of these institutions.

He is a commissioner of the Public Belt Railroad, and serves without pay, also president of the Louisiana Immigration League.

He is a member of the Shriners and the Elks, and enjoys a membership in all the leading clubs of the city.

Rene F. Clerc is an example of the modern business man, and it is such men that make big cities.

VACCARO BROS. & CO.

Steamship Agents and Importers of Bananas and Coconuts.

Established in 1895, the business of Vaccaro Bros. & Co. has increased until now they run a weekly steamship service between New Orleans and Cuba, Spanish Honduras.

These ships, which are modern in every respect, do a general freight and passenger business between the ports named. They leave New Orleans laden with freight for points in Central America and return with bananas and coconuts.

Vaccaro Bros. have for many years been identified with the commercial advancement of New Orleans, and are known as the city's most progressive citizens.

SCHMIDT & ZIEGLER, Ltd.

Schmidt & Ziegler, Limited, is not only one of the largest wholesale grocery houses in the South, but it is also one of the oldest.

The business was founded in 1845 by N. R. Schmidt and P. M. Ziegler, and it has continued under the original firm name since that time.

The present officers are Charles W. Ziegler, president and general manager; Joseph Graff, secretary and treasurer; and J. M. Armbruster, director.

Besides carrying a large line of staple groceries, wines, and liquors, they are large importers of coffee. Besides doing an extensive business all over the South and West, their trade extends to the republic of Panama and all over Central America. This well-known firm employs from 250 to 275 people. They are ever ready to assist in any public-spirited movement for the benefit of New Orleans. The officers of the company are men well known in club and social life of the city.



W. B. THOMPSON

President Public Belt Railroad Commission.

William B. Thompson, one of the best known cotton factors, president of the New Orleans Cotton Exchange for four terms, student of economics, member of board of commissioners of port of New Orleans, public spirited citizen and man of affairs, was born September 17, 1865, at Kew-Tusko, Miss., and is a son of the late William B. Thompson, who was of English-Scottish descent, and of Mary (Phyllis White) Thompson, of English-Dutch ancestry. The elder Thompson established the well known cotton firm of W. B. Thompson in 1859, and it has continued successfully from that date under the same firm name being one of the oldest established cotton factors in the South. William B. Thompson, the present head of the firm, was educated in private schools at New Orleans preparatory to his entrance as a student at the University of the South, Sewanee, Tenn., where he remained for a period of three and a half years taking the electric course, and subsequently entering the famous John Hopkins University, where he took a one year's post graduate work in the school of history and political science. Prof. Herbert B. Adams. He then went to Columbia College, New York, where he took the law course graduating in 1890 with degree of LL. B.

After completing his studies in 1893 he went to Dallas, Tex., and practiced law with his brother (J. W.) under the firm name of Thompson & Thompson, remaining there until 1896 and in that year upon the death of his father he went to New Orleans and took charge of his affairs. After due deliberation Mr. Thompson decided he could not practice law and be a cotton factor both, so he decided to abandon his legal profession and continue the cotton business so long ago established by his father which he has done with remarkable success and now conducts at the same old place.

Mr. Thompson has been four times honored by the election to the presidency of the New Orleans Cotton Exchange and held that position from 1907 to 1911, at which time he declined re-election. He is president pro-tem and ex-officio of the Public Belt Railroad of New Orleans, a non-salaried civic position; vice president of the Pan-American Life Insurance Company, of New Orleans; director of the Mechanics & Traders Insurance Company; director Standard Guano & Chemical Manufacturing Company of New Orleans, and others.

He is a member of the Boston Club, Pickwick Club, Chess, Checkers and Whist Club, Young Men's Gymnastic Club and the Country Club, of New Orleans; New Orleans Cotton Exchange.

Mr. Thompson is a member of the board of commissioners of the port of New Orleans and is interested in economic questions and frequently speaks on that subject, notably in 1908, when he appeared before the Republican Club of New Orleans City. He also was one of the committee which visited Washington, D. C., in its vain but gallant fight to bring the Pan-American Exposition to New Orleans.

Dine at the Original FABACHER'S

ROYAL AND BERVILLE STREETS



Queen and Crescent Building.
H. Del Vincent and Frank B. Hayne, Builders.

Phone Main 4248.

Mines, Weeks Island, Louisiana.

MYLES SALT CO., Ltd.

H. B. Myles, President.

Manufacturers of

PURE SALT

Offices, 722-3 Whitney Bank Building,
NEW ORLEANS.

Grades: 1, 2, and 3, Crushed; a coarse fine ground; Table Salt in Pockets.

The Smith Bros. Ltd.

NEW ORLEANS, LA.,

Importers, Roasters, and Jobbers of

COFFEE AND TEA

PACKERS OF THE CELEBRATED HO-YA TEA.

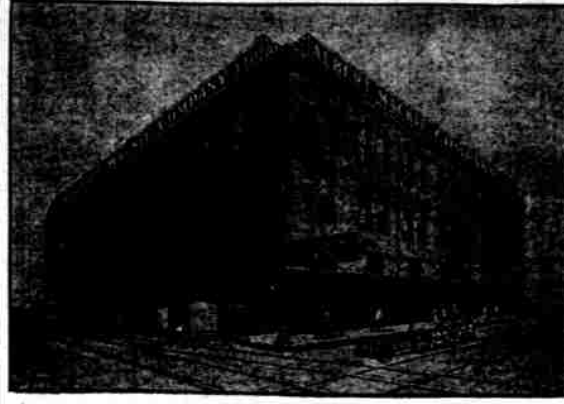
Wholesale Grocers.



J. B. SINNOTT
President Smith Bros. & Co., Ltd.



WALTER L. SAXTON
Treasurer Smith Bros. & Co., Ltd.



One of the Largest Grocery Houses in the South.

New Orleans may well point with pride to the Albert Mackie Co., Ltd.

This firm, which is composed of the real live wires of the city, is one of the best known wholesale grocery houses in the United States; also as one of the largest importers of coffee in the country.

Their trade extends to all parts of this country, and to Panama and Central America.

Established in 1891, they have steadily grown until now they occupy one of the largest business blocks in the city, and do a business of over five million dollars annually.

They give employment to nearly 200 persons.

There is no movement where civic pride is at stake that the Albert Mackie Co. is not in the front ranks.

The advancement of New Orleans seems as important to this big corporation as the success of their individual enterprise. Mr. E. E. La Faye, the general manager of this concern, was elected one of the city commissioners when New Orleans adopted this form of city government.

Mr. Albert Mackie has plenty of time to enjoy the sports he is fond of, and his entertainments on his palatial yacht has convinced many visitors to New Orleans that real Southern hospitality still exists.



COMMISSIONER E. E. LAFAYE

Sugar Industry of Louisiana

By J. M. BURGHIERS.

There is probably no industry in the whole world which commands the interest of all countries and nations we see an attempt made toward introducing the cultivation of the cane and beet plant and the manufacture of sugar therefrom. In fact nations seem to differ very little from children who have the proverbial sweet tooth.

Every country not only wants to consume a great deal of sugar, but wants to produce it also. We have read how the great Napoleon established the beet sugar industry in Continental Europe, and we learned in the early history of Louisiana how the sugar-cane was introduced into the United States. Even in our own generation we remember how the beet sugar culture was taken up in the West and how after careful nursing and watching beet sugar is now being manufactured in sixteen States of the Union. The cane and beet sugar industry of the United States is, however, yet in its infancy. Through a system of governmental protection and proper tariff legislation, the industry has developed to a certain extent, but the United States only produces one-quarter of the sugar that it uses.

The value of sugar made in the United States amounts at present to one hundred million dollars annually. This one hundred million dollars is money paid to the sugar growers of the United States instead of being paid to foreigners and aliens. Our country, however, cannot be

said to be a successful grower of sugar until it produces exactly what it consumes. There is no real argument why we should pay three hundred million dollars annually to foreigners for something we should produce ourselves. As individuals and as a nation we enrich ourselves if we sell to others more than we buy from them. It is this outstanding principle behind the movement of all nations in regard to their industries. There is no industry which the other nations protect more than their sugar industry. We see practically all of Continental Europe getting together in the formation of the Brussels convention. This convention says how little sugar will be brought into those countries who are a party to the convention.

We see this same Brussels convention holding back the huge sugar surplus of one country so that it will not flood another country and cripple a neighboring sugar industry. It is, therefore, very important for us to protect ourselves against any outside attacks aimed at our sugar industry. It is very easy for us to follow in the footsteps of the older and more settled countries, especially in the conservation of our resources. It is the writer's sincere belief that if our great nation applies the same principles toward the fostering and care of its industries as are applied by the European countries, the United States will within the next ten years be producing all the sugar which it consumes and the three hundred million and more dollars now being sent out of the United States will be spent within our own country line in the regular channels of trade.



Hotel Grunewald, New Orleans.